

SCIP

(3)

APPLICATION FOR FINANCIAL
Revised 4/99

GRANT
CB03G

IMPORTANT: Please consult the "Instructions for Completion of this form."

instance in

SUBDIVISION: Hamilton County Public Works/Delhi Township

CODE# 061-00061

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09/12/02

CONTACT: Tim Gilday PHONE # (513) 946-8914

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 946-8901 E-MAIL tim.gilday@hamilton-co.org

PROJECT NAME: GREENWELL/GLENROY/SCHROER ROAD & DRAINAGE IMPROVEMENT

SUBDIVISION TYPE

(Check only 1)

- ☒ 1. County
☐ 2. City
☐ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 1,305,000.00
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- ☐ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☒ 6. Stormwater

TOTAL PROJECT COST: \$ 1,450,000.00

FUNDING REQUESTED: \$ 1,305,000.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 1,305,000 LOAN ASSISTANCE: \$ _____

SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check only 1)

- ☒ State Capital Improvement Program
☐ Local Transportation Improvements Program
☐ Small Government Program

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ /C _____

Local Participation _____ %

OPWC Participation _____ %

Project Release Date: ____/____/____

OPWC Approval: _____

APPROVED FUNDING: \$ _____

Loan Interest Rate: _____ %

Loan Term: _____ years

Maturity Date: _____

Date Approved: ____/____/____

SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

TOTAL DOLLARS

**FORCE ACCOUNT
DOLLARS**

a.) Basic Engineering Services:

\$_____.00

Preliminary Design \$_____.

00

Final Design \$_____.

00

Bidding \$_____.

00

Construction Phase \$_____.

00

Additional Engineering Services

\$_____.00

*Identify services and costs below.

b.) Acquisition Expenses:

Land and/or Right-of-Way

\$_____.00

c.) Construction Costs:

\$ 1,450,000.00

d.) Equipment Purchased Directly:

\$_____.00

e.) Permits, Advertising, Legal:

(Or Interest Costs for Loan Assistance
Applications Only)

\$_____.00

f.) Construction Contingencies:

\$_____.00

g.) TOTAL ESTIMATED COSTS:

\$ 1,450,000.00

*List Additional Engineering Services here:

Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u> .00</u>	
b.) Local Revenues	\$ <u>145,000.00</u>	<u>10</u>
c.) Other Public Revenues	\$ <u> .00</u>	
ODOT	\$ <u> .00</u>	
Rural Development	\$ <u> .00</u>	
OEPA	\$ <u> .00</u>	
OWDA	\$ <u> .00</u>	
CDBG	\$ <u> .00</u>	
OTHER <u> </u>	\$ <u> .00</u>	
SUBTOTAL LOCAL RESOURCES:	\$ <u>145,000.00</u>	<u>10</u>
d.) OPWC Funds		
1. Grant	\$ <u>1,305,000.00</u>	<u>90</u>
2. Loan	\$ <u> .00</u>	
3. Loan Assistance	\$ <u> .00</u>	
SUBTOTAL OPWC RESOURCES:	\$ <u>1,305,000.00</u>	<u>90</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>1,450,000.00</u>	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# Sale Date:
STATUS: (Check one)
 Traditional
 Local Planning Agency (LPA)
 State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: GREENWELL/GLENROY/SCHROER ROAD & STORMWATER MITIGATION PROJECT

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

Glenroy and Schroer Avenues are contiguous streets located in south-central Delhi Township while Greenwell Road runs parallel to Glenroy immediately to its' east. Greenwell Road runs southeasterly from Delhi Road 2,200 feet to Mt. Alverno Road. Glenroy Avenue runs northerly from Mt. Alverno Road for 631.64 feet to its' terminus. Schroer Avenue runs westerly from Glenroy Avenue for 536.88 feet to its' terminus. See attached location map and drainage map.

PROJECT ZIP CODE: 45238

B: PROJECT COMPONENTS:

Glenroy-Schroer: Project consists of full depth removal of roadway and curbs, undercutting existing subgrade to obtain proper depth for replacement on a 10" stone base, 5" of asphalt pavement, rolled concrete curb and gutter (30") and underdrains at all low points; sidewalk and driveway repair or replacement; and associated utility work.

Greenwell Road project consists of rehabilitation of the roadway and installation of a storm drainage system. It will entail construction of curbs and picking up ditch drainage and overland flow and place that drainage within an enclosed system designed to convey all storm drainage into a stormwater collection basin at the end of Schroer Avenue. This collection basin will be built from the footprint of properties on the Western edge of Schroer, which result from acquiring existing homes, demolishing them and completing the basin. The purchase/demolition will be done with funds from another source outside the scope of the project. Additionally, a sump pump collector line will be placed in the R/W of Schroer Avenue for the purpose of allowing a drainage outlet for sump pumps and/or other flood proofing methods for the benefit of the houses that remain on Schroer Avenue.

C: PHYSICAL DIMENSIONS:

Glenroy-Schroer: Current roadways are 25' in width. Sidewalks are located within the right of way. These streets were overlaid in 1976. Overlays are old and brittle and serve only to mask joint blow-ups and roadway faulting. Water ponds on roadways due to uneven and broken slabs and bond loss occurs on both streets where overlay has been lost from the surface of the street. Right-of-way widths are 50 feet. Sidewalks are badly deteriorated and uneven. Surface level and subgrade water intrusion cause subgrade failures throughout. See additional support information for pavement management system roadway deficiencies and photos for proof of deficiencies.

Greenwell Road: Current roadway varies in width between 20 to 23 feet in width. No sidewalks exist and none are proposed. Current ditches have been partially filled in by residents and are non-functioning. The roadway will be widened to accommodate a standard lane width of 12 feet.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 8,194 Year: 2002 Projected ADT: Year: 2012

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$_____ Proposed Rate: \$_____

Stormwater: Number of households served:

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 50 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 1,450,000.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ 00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>03 / 01 / 02</u>	<u>11 / 29 / 02</u>
4.2 Bid Advertisement and Award:	<u>12 / 15 / 03</u>	<u>12 / 28 / 03</u>
4.3 Construction:	<u>02 / 15 / 04</u>	<u>12 / 31 / 04</u>
4.4 Right-of-Way/Land Acquisition:	<u>01 / 15 / 03</u>	<u>11 / 30 / 03</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER William W. Brayshaw
TITLE Hamilton County Engineer
STREET 10480 Burlington Road
CITY/ZIP Cincinnati, OH 45231
PHONE (513) 946 - 8902
FAX (513) 946 - 8901
E-MAIL william.brayshaw@hamilton-co.org

5.2 CHIEF FINANCIAL

OFFICER Dusty Rhodes
TITLE Hamilton County Auditor
STREET 138 East Court Street
Room 304, CAB
CITY/ZIP Cincinnati, OH 45202
PHONE (513) 946 - 4045
FAX (513) 946 - 4043
E-MAIL auditor@fuse.net

5.3 PROJECT MANAGER

- TITLE Timothy Gilday
Planning & Design Engineer
STREET 10480 Burlington Road
CITY/ZIP Cincinnati, OH 45231
PHONE (513) 946 - 8914
FAX (513) 946 - 8901
E-MAIL tim.gilday@hamilton-co.org

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- [X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [X] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements, which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

William W. Brayshaw, P.E., P.S., Hamilton County Engineer
Certifying Representative (Type or Print Name and Title)

X William W. Brayshaw 12-12-02
Signature/Date Signed

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250

FAX (513) 946-4288

STATEMENT OF USEFUL LIFE

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the Greenwell Road Improvement project will have a useful life of at least 50 years.

CONSTRUCTION COSTS:

The opinion of Project Construction Costs is based on current unit price experience and is subject to adjustment upon completion of detailed plans and receipt of an acceptable proposal by a qualified contractor.


WILLIAM W. BRAYSHAW, P.E., - P.S.
HAMILTON COUNTY ENGINEER

GREENWELL ROAD AND
SCHROER AVENUE STORMWATER BASIN
PRELIMINARY CONSTRUCTION COST ESTIMATE

PREPARED BY: BURGESS NIPLE
AUGUST 22, 2002
PRINTED: 12/2/02,11:28 AM

GREENWELL ROAD SUMMARY OF ESTIMATED QUANTITIES				ENGINEER'S ESTIMATE	
ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	ITEM COST
	ROADWAY				
201	CLEARING AND GRUBBING	LUMP	1.00	\$35,000.00	\$35,000.00
202	PAVEMENT REMOVED	SQ YD	540.00	\$6.50	\$3,510.00
202	WALK REMOVED	SQ FT	983.00	\$1.20	\$1,179.60
202	STEPS REMOVED	FT	16.00	\$10.00	\$160.00
202	CURB REMOVED	FT	1033.00	\$2.50	\$2,582.50
202	CURB AND GUTTER REMOVED	FT	191.00	\$3.50	\$668.50
202	PIPE REMOVED, 24" AND UNDER	FT	1203.00	\$9.00	\$10,827.00
202	PIPE REMOVED, OVER 24"	FT	1380.00	\$22.00	\$30,360.00
202	INLET REMOVED	EACH	14.00	\$275.00	\$3,850.00
202	FENCE REMOVED FOR REUSE	FT	166.00	\$3.00	\$498.00
203	EXCAVATION NOT INCLUDING EMBANKMENT	CU YD	1042.00	\$10.00	\$10,420.00
203	EMBANKMENT	CU YD	2001.00	\$6.00	\$12,006.00
203	BORROW	CU YD	959.00	\$20.00	\$19,180.00
204	SUBGRADE COMPACTION	SQ YD	2608.00	\$1.00	\$2,608.00
204	SUBGRADE COMPACTION (DRIVEWAYS)	SQ YD	1814.00	\$1.00	\$1,814.00
204	PROOF ROLLING	HR	12.00	\$125.00	\$1,500.00
SPECIAL	HEADWALL REMOVED	LUMP	1.00	\$2,000.00	\$2,000.00
SPECIAL	RETAINING WALL REMOVED	LF	48.00	\$75.00	\$3,600.00
SPECIAL	MAILBOX REMOVED AND RESET	EACH	2.00	\$100.00	\$200.00
SPECIAL	FLAGPOLE REMOVED AND GIVEN TO PROPERTY OWNER	EACH	1.00	\$100.00	\$100.00
SPECIAL	REMOVE AND REERECT EXISTING LIGHT POLE	EACH	5.00	\$700.00	\$3,500.00
	EROSION CONTROL				
659	TOPSOIL FURNISHED AND PLACED	CU YD	564.00	\$25.00	\$14,100.00
659	COMMERCIAL FERTILIZER	TON	0.90	\$350.00	\$315.00
659	AGRICULTURAL LIME	TON	2.80	\$70.00	\$196.00
659	WATER	MGAL	18.20	\$3.50	\$63.70
659	REPAIR SEEDING AND MULCHING	SQ YD	337.00	\$1.00	\$337.00
659	SEEDING AND MULCHING	SQ YD	6740.00	\$5.00	\$33,700.00
877	PERIMETER FILTER FABRIC FENCE	FT	5200.00	\$2.00	\$10,400.00
877	INLET PROTECTION	FT	1350.00	\$4.00	\$5,400.00
	DRAINAGE				
603	12" CONDUIT, TYPE B	FT	1956.00	\$40.00	\$78,240.00
603	15" CONDUIT, TYPE B	FT	142.00	\$45.00	\$6,390.00
603	21" CONDUIT, TYPE B	FT	33.00	\$50.00	\$1,650.00
603	24" CONDUIT, TYPE B	FT	567.00	\$55.00	\$31,185.00
603	SLOTTED DRAIN	FT	25.00	\$65.00	\$1,625.00
603	27" CONDUIT, TYPE B	FT	109.00	\$55.00	\$5,995.00
603	30" CONDUIT, TYPE B	FT	206.00	\$60.00	\$12,360.00
603	48" CONDUIT, TYPE B	FT	736.00	\$100.00	\$73,600.00
603	54" CONDUIT, TYPE B	FT	262.00	\$110.00	\$28,820.00
604	CATCH BASIN, NO. 3	EACH	11.00	\$1,600.00	\$17,600.00
604	CATCH BASIN, NO. 3A	EACH	11.00	\$1,500.00	\$16,500.00
604	CATCH BASIN, NO. 2-2A	EACH	2.00	\$800.00	\$1,600.00
604	MANHOLE NO. 3	EACH	26.00	\$1,900.00	\$49,400.00
604	MANHOLE ADJUSTED TO GRADE	EACH	6.00	\$350.00	\$2,100.00
604	MANHOLE RECONSTRUCTED TO GRADE	EACH	2.00	\$1,000.00	\$2,000.00

GREENWELL ROAD AND
SCHROER AVENUE STORMWATER BASIN
PRELIMINARY CONSTRUCTION COST ESTIMATE

PREPARED BY: BURGESS NIPLE
AUGUST 22, 2002
PRINTED: 12/2/02,11:28 AM

GREENWELL ROAD					
SUMMARY OF ESTIMATED QUANTITIES			ENGINEER'S ESTIMATE		
ITEM	DESCRIPTION	UNIT	QUANTITY	COST	COST
ROADWAY					
SPECIAL	YARD BASIN (HAMILTON COUNTY)	EACH	30.00	\$500.00	\$15,000.00
SPECIAL	FILL AND PLUG EXISTING CONDUIT	FT	500.00	\$35.00	\$17,500.00
PAVEMENT					
252	PAVEMENT PLANING, BITUMINOUS	SQ YD	663.00	\$1.00	\$663.00
301	BITUMINOUS AGGREGATE BASE, TYPE PG64-22	CU YD	580.00	\$65.00	\$37,700.00
301	BITUMINOUS AGGREGATE BASE, PG64-22 (DRIVEWAYS)	CU YD	126.00	\$115.00	\$14,490.00
448	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22	CU YD	265.00	\$65.00	\$17,225.00
448	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22	CU YD	109.00	\$65.00	\$7,085.00
448	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22 (DRIVEWAYS)	CU YD	50.00	\$135.00	\$6,750.00
448	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22 (VARIABLE DEPTH)	CU YD	299.00	\$60.00	\$17,940.00
452	7" PLAIN CONCRETE PAVEMENT	SQ YD	954.00	\$40.00	\$38,160.00
452	8" PLAIN CONCRETE PAVEMENT	SQ YD	227.00	\$45.00	\$10,215.00
608	5" CONCRETE WALK (SIDEWALKS)	SQ FT	1876.00	\$7.00	\$13,132.00
608	5" CONCRETE WALK (PRIVATE- INCLUDE STEPS)	SQ FT	949.00	\$10.00	\$9,490.00
609	CONCRETE CURB TYPE 6	FT	3783.00	\$16.00	\$60,528.00
609	CONCRETE CURB TYPE 7	FT	155.00	\$13.00	\$2,015.00
609	COMBINATION CURB AND GUTTER, TYPE 2	FT	124.00	\$18.00	\$2,232.00
608	CURB RAMP	SQ FT	480.00	\$10.00	\$4,800.00
WATER WORKS					
638	WATERLINE (1800LF, 3 HYDRANTS)	LUMP	1.00	\$175,000.00	\$175,000.00
638	VALVE BOX ADJUSTED TO GRADE	EACH	16.00	\$135.00	\$2,160.00
638	METER AND CHAMBER REMOVED AND RESET	EACH	4.00	\$350.00	\$1,400.00
SANITARY					
604	SANITARY LINE (100LF, 3 MH)	LUMP	1.00	\$15,000.00	\$15,000.00
604	VALVE BOX ADJUSTED TO GRADE	EACH	10.00	\$135.00	\$1,350.00
TRAFFIC CONTROL					
630	GROUND MOUNTED SUPPORT, NO. 2 POST	FT	99.00	\$6.00	\$594.00
630	GROUND MOUNTED SUPPORT, NO. 3 POST	FT	22.00	\$6.00	\$132.00
630	SIGN, FLAT SHEET, TYPE G	SQ FT	79.00	\$12.00	\$948.00
630	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	EACH	8.00	\$8.00	\$64.00
630	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	EACH	8.00	\$12.00	\$96.00
630	REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL	EACH	1.00	\$6.00	\$6.00
642	TRANSVERSE LINE, YELLOW	MILE	100.00	\$2.00	\$200.00
642	CENTER LINE	MILE	0.40	\$450.00	\$180.00
642	CHANNELIZING LINE	FT	251.00	\$0.50	\$125.50
642	STOP LINE	FT	82.00	\$4.00	\$328.00
642	CROSSWALK LINE	FT	345.00	\$2.00	\$690.00
642	LANE ARROW	EACH	2.00	\$50.00	\$100.00
642	WORD ON PAVEMENT, 72"	EACH	1.00	\$75.00	\$75.00
TRAFFIC SIGNAL					
	TRAFFIC SIGNAL	LUMP	1.00	\$75,000.00	\$75,000.00
MAINTENANCE OF TRAFFIC					
614	MAINTAINING TRAFFIC	LUMP	1.00	\$50,000.00	\$50,000.00
624	MOBILIZATION	LUMP	1.00	\$12,500.00	\$12,500.00

GREENWELL ROAD AND
SCHROER AVENUE STORMWATER BASIN
PRELIMINARY CONSTRUCTION COST ESTIMATE

PREPARED BY: BURGESS NIPLE
AUGUST 22, 2002
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GREENWELL ROAD SUMMARY OF ESTIMATED QUANTITIES					
			ENGINEER'S ESTIMATE		
ITEM	DESCRIPTION	UNIT	QUANTITY	COST	COST
	ROADWAY				
	MISCELLANEOUS				
603	PRIVATE PIPE CONNECTIONS TO STORM - VARIABLE SIZES (CONTINGENCY)	FT	500.00	\$35.00	\$17,500.00
448	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22	CU YD	46.00	\$65.00	\$2,990.00
	BASED ON 500LF OF EXISTNG 20 SECTION RE-PROFIED (CONTINGENCY)				
448	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22	CU YD	46.00	\$65.00	\$2,990.00
	BASED ON 500LF OF EXISTNG 20 SECTION RE-PROFIED (CONTINGENCY)				
301	BITUMINOUS AGGREGATE BASE, TYPE PG64-22	CU YD	247.00	\$60.00	\$14,820.00
	BASED ON 500LF OF EXISTNG 20 SECTION RE-PROFIED (CONTINGENCY)				
859	CONDUIT, BORED OR JACKED	FT	150.00	\$400.00	\$60,000.00
507	SHEET PILE	LUMP	1.00	\$10,186.00	\$10,186.00
SUBTOTAL ESTIMATED CONSTRUCTION COST					\$692,250.00
CONTINGENCIES					\$182,750.00
TOTAL ESTIMATED CONSTRUCTION COST - GREENWELL ROAD					\$875,000.00

SCHROER STORMWATER BASIN SUMMARY OF ESTIMATED QUANTITIES					
			ENGINEER'S ESTIMATE		
ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	ITEM COST
202	PAVEMENT REMOVED	SQ YD	320.00	\$6.50	\$2,080.00
202	FENCE REMOVED	FT	815.00	\$2.40	\$1,956.00
202	WALK REMOVED	SQ FT	900.00	\$1.20	\$1,080.00
202	PAVEMENT REMOVED, DRIVEWAY	SQ YD	210.00	\$6.50	\$1,365.00
202	PIPE REMOVED, 36 INCH	LF	110.00	\$22.00	\$2,420.00
601	PAVED GUTTER, ODOT TYPE 1-2	FT	350.00	\$74.00	\$25,900.00
607	FENCE, ODOT 607 TYPE CL	FT	1300.00	\$9.50	\$12,350.00
607	GATE, TYPE CL	EACH	1.00	\$975.00	\$975.00
SPECIAL	TOP SOIL REMOVED, AND REPLACED	CU YD	1300.00	\$11.00	\$14,300.00
SPECIAL	EXCAVATION AND HAULING	CU YD	26000.00	\$21.00	\$546,000.00
SPECIAL	GRADING, SEEDING AND MULCHING	SQ YD	7700.00	\$1.00	\$7,700.00
SPECIAL	CONCRETE PAD (UNDER FENCE)	CU YD	72.00	\$150.00	\$10,800.00
SPECIAL	HEADWALL, ODOT HW-1	EACH	2.00	\$4,300.00	\$8,600.00
SPECIAL	STRUCTURE REMOVED, HOUSE	EACH	6.00	\$3,500.00	\$21,000.00
	MOBILIZATION	LUMP	1.00	\$20,000.00	\$20,000.00
SUBTOTAL ESTIMATED CONSTRUCTION COST					\$282,347.00
* CONTINGENCY					\$67,653.00
TOTAL ESTIMATED CONSTRUCTION COST - SCHROER STORMWATER BASIN					\$350,000.00

ITEM	202 CLEAR & GRUB	202 RDWAY REMOVAL	202 PIPE REMOVAL	202 WALK REMOVAL	202 APRON REMOVAL	202 INLET REMOVAL	203 SPL TREE REMOVAL	203 EXC. CUT	203 UNDER CUT	254 PMT. PLANING
MEASURE	L.S.	S.Y.	L.F.	S.F.	S.Y.	EA.	EA.	C.Y.	C.Y.	S.Y.
COST PER	\$2,000.00	\$10.00	\$10.00	\$2.00	\$8.00	\$160.00	\$400.00	\$15.00	\$50.00	\$6.00
NO.	STREET									
1	GlenroySchroer	0.00	1,640.00	112.00	4,672.00	187.00	3.50	1.00	300.00	250.00
	Subtotal	\$0.00	\$16,400.00	\$1,120.00	\$9,344.00	\$1,496.00	\$560.00	\$400.00	\$4,500.00	\$12,500.00
	Lump Sum	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Subtotal	\$2,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Contingencies	0.00	164.00	12.00	467.00	18.00	0.00	0.50	30.00	25.00
	Subtotal	\$0.00	\$1,640.00	\$120.00	\$934.00	\$144.00	\$0.00	\$0.50	\$450.00	\$1,250.00
	Total Quantity	1.00	1,804.00	124.00	5,139.00	205.00	3.50	1.50	330.00	275.00
	Total Price	\$2,000.00	\$18,040.00	\$1,240.00	\$10,278.00	\$1,640.00	\$560.00	\$600.00	\$4,950.00	\$13,750.00
										\$720.00

GLENROY/SCHROER
ESTIMATED COST
SPREADSHEET

SCIP/
DELHI TOWNSHIP
RECONSTRUCTION

ITEM	301 BIT. AGG. BASE	304 AGG. BASE	448 A.C. CON. SUR. RD.	452 P.P.C. CON. PMT.	603 12" CONDUIT TYPE B	603 15" CONDUIT TYPE B	603 12" SUMP COLL. LINE	603 3" SUMP LAT. LINE	603 3" CLEANOUT
MEASURE	C. Y.	C. Y.	C. Y.	S. Y.	LF.	LF.	LF.	LF.	LF.
COST PER	\$100.00	\$35.00	\$95.00	\$35.00	\$35.00	\$45.00	\$30.00	\$20.00	\$100.00
NO.	STREET								
1	GlenroySchroer	131.00	537.50	60.00	160.00	140.00	66.00	450.00	80.00
	Subtotal	\$13,100.00	\$18,812.50	\$5,700.00	\$5,600.00	\$4,900.00	\$2,970.00	\$13,500.00	\$1,600.00
	Lump Sum	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Subtotal	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Contingencies	13.00	54.00	6.00	16.00	14.00	6.50	45.00	8.00
	Subtotal	\$13.00	\$1,890.00	\$570.00	\$560.00	\$490.00	\$292.50	\$1,350.00	\$160.00
	Total Quantity	144.00	591.50	66.00	176.00	154.00	72.50	495.00	88.00
	Total Price	\$14,400.00	\$20,702.50	\$6,270.00	\$6,160.00	\$5,390.00	\$3,262.50	\$14,850.00	\$1,760.00
									\$600.00

ESTIMATED COST
SPREADSHEET

ITEM	603 12"	604 C.B.	604 M.H.	604 M.H.	604 RECON.	605 UNDER DRAIN	608 SIDE WALK	608 CURB RAMP	609 TYPE 6 CURB	609 CURB GUTTER	614 MAINT. TRAFFIC	623 LAYOUT STAKES
	CLEANOUT	CONST.	CONST.	EA.	EA.	L.F.	S.F.	EA.	L.F.	L.F.	L.S.	L.S.
MEASURE	LF.	EA.	EA.	EA.	EA.	L.F.	S.F.	EA.	L.F.	L.F.	L.S.	L.S.
COST PER	\$150.00	\$1,500.00	\$1,600.00	\$500.00	\$500.00	\$7.50	\$4.00	\$100.00	\$15.00	\$12.00	\$5,000.00	\$2,302.75
NO.	STREET											
1	GlenroySchroer	4.00	4.50	1.00	2.50	1,000.00	4,128.00	2.00	50.50	1,003.50	0.00	0.00
	Subtotal	\$600.00	\$6,750.00	\$1,600.00	\$1,250.00	\$7,500.00	\$16,512.00	\$200.00	\$757.50	\$12,042.00	\$0.00	\$0.00
	Lump Sum	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
	Subtotal	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,000.00	\$2,302.75
	Contingencies	0.00	0.00	0.00	0.00	100.00	413.00	0.00	5.00	100.00	0.00	0.00
	Subtotal	\$0.00	\$0.00	\$0.00	\$0.00	\$750.00	\$1,652.00	\$0.00	\$75.00	\$1,200.00	\$0.00	\$0.00
	Total Quantity	4.00	4.50	1.00	2.50	1,100.00	4,541.00	2.00	55.50	1,103.50	1.00	1.00
	Total Price	\$600.00	\$6,750.00	\$1,600.00	\$1,250.00	\$8,250.00	\$18,164.00	\$200.00	\$832.50	\$13,242.00	\$5,000.00	\$2,302.75

GLENROY/SCHROER
ESTIMATED COST
SPREADSHEET

SCIP/
DELHI TOWNSHIP
RECONSTRUCTION

ITEM	SPL TOP SOIL	SPL SEED & MULCH	SPL W.W. ITEMS	SPL TENSAR FABRIC	623 GEOTEX	SPL FINISH GRADE	TOTAL COST \$
MEASURE	C.Y.	S.Y.	L.S.	S.Y.	S.Y.	L.S.	
COST PER	\$20.00	\$1.50	\$30,000.00	\$3.00	\$1.50	\$10.00	
NO.	STREET						
1	GlenroySchroer	50.00	600.00	0.00	1,300.00	100.00	
	Subtotal	\$1,000.00	\$900.00	\$0.00	\$1,950.00	\$1,000.00	\$169,784.00
	Lump Sum	0.00	0.00	1.00	0.00	0.00	
	Subtotal	\$0.00	\$0.00	\$30,000.00	\$0.00	\$0.00	\$39,302.75
	Contingencies	5.50	60.50	0.00	130.00	10.00	
	Subtotal	\$110.00	\$90.75	\$0.00	\$195.00	\$100.00	\$14,426.75
	Total Quantity	55.50	660.50	1.00	1,430.00	110.00	
	Total Price	\$1,110.00	\$990.75	\$30,000.00	\$2,145.00	\$1,100.00	\$225,000.00

This is to certify that upon the satisfactory completion of this work,
the useful life of the streets on this project will be at least 20 years.

Signed *William W. Bergeron* P.E., P.S.

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250

FAX (513) 946-4288

December 3, 2002

STATUS OF FUNDS REPORT

Project: GREENWELL/GLENROY/SCHROER ROAD IMPROVEMENT/DRAINAGE
MITIGATION PROJECT

This is to certify that the sum of \$121,800.00 is available as the local matching funds in connection with the application for State Capital Improvement Program Funds for the above-mentioned project.

The source of the local match will be Road and Bridge Funds. Local matching funds will be encumbered and certified upon completion of the Project Agreement with the Ohio Public Works Commission.

Chief Financial Officer:



DUSTY RHODES
HAMILTON COUNTY AUDITOR

DELHI TOWNSHIP

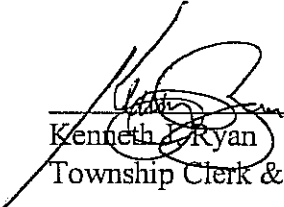
Road Maintenance

Robert W. Bass, Highway Superintendent



STATUS OF FUNDS

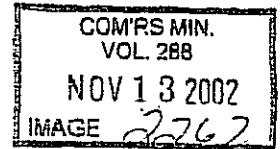
This is to certify that Delhi Townships portion for the funding of this project is available or will become available on January 1, 2003.



Kenneth J. Ryan

Township Clerk & Chief Financial Officer

County of Hamilton



WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250

FAX (513) 946-4288

November 13, 2002

Hamilton County Board of Commissioners
138 East Court Street, Room 603
County Administration Building
Cincinnati, OH 45202

Re: Hamilton County and Delhi Township
Applying for Joint Funding to the Ohio Public Works Commission
Greenwell/Glenroy and Schroer Drainage Mitigation Project

Honorable Board:

Please find attached a Resolution for the purpose of Hamilton County and Delhi Township agreeing to jointly file the application with the Ohio Public Works Commission for the Greenwell/Glenroy and Schroer Drainage Mitigation Project.

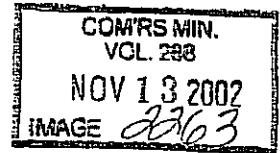
This office respectfully requests your Honorable Board adopt the attached Resolution for the purpose of Hamilton County and Delhi Township agreeing to jointly file the application with the Ohio Public Works Commission for the Greenwell/Glenroy and Schroer Drainage Mitigation Project.

Respectfully submitted,

WILLIAM W. BRAYSHAW, P.E.-P.S.
HAMILTON COUNTY ENGINEER

On motion of Mr. Dowlin, seconded by Mr. Portune the following resolution was adopted...

RESOLUTION FOR THE PURPOSE OF HAMILTON COUNTY
AND DELHI TOWNSHIP APPLYING FOR JOINT FUNDING TO
THE OHIO PUBLIC WORKS COMMISSION FOR THE JOINT
PROJECT KNOWN AS GREENWELL/GLENROY AND SCHROER
DRAINAGE MITIGATION PROJECT, LOCATED IN DELHI
TOWNSHIP, HAMILTON COUNTY, OHIO. ENGINEER'S
PROJECT NUMBER 500120.



BY THE BOARD:

WHEREAS, Hamilton County and Delhi Township desire to apply for joint funding to the Ohio Public Works Commission for the Joint Project known as Greenwell/Glenroy and Schroer Drainage Mitigation Project, located in Delhi township, Hamilton County, Ohio; and

WHEREAS, Hamilton County and Delhi Township will make application to the Ohio Public Works Commission for the Greenwell/Glenroy and Schroer Drainage Mitigation Project; and

WHEREAS, Hamilton County will be the lead agent during the application process; and

WHEREAS, Hamilton County and Delhi Township hereby agree to file the application with the Ohio Public Works Commission jointly for the Greenwell/Glenroy and Schroer Drainage Mitigation Project.

NOW, THEREFORE, BE IT RESOLVED that this Board of County Commissioners, Hamilton County, State of Ohio hereby approve the adoption of this Resolution for the purpose of Hamilton County and Delhi Township applying jointly for joint funding to the Ohio Public Works Commission for the Joint Project known as Greenwell/Glenroy and Schroer Drainage Mitigation Project, located in Delhi township, Hamilton County, Ohio.

ADOPTED at a regular meeting of the Board of County Commissioners of Hamilton County, State of Ohio, this 13th day of November, 2002.

Mr. Dowlin, AYE

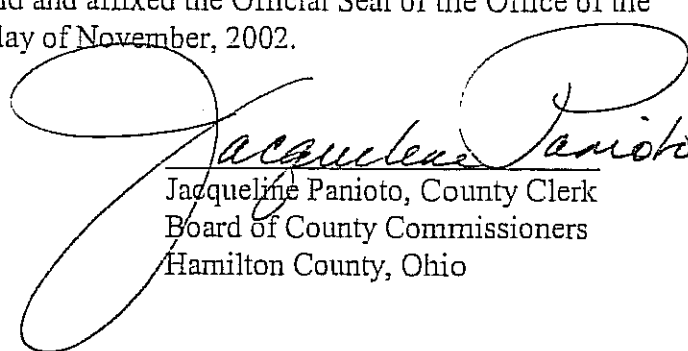
Mr. Neyer, Jr., ABSENT/EXCUSED

Mr. Portune, AYE

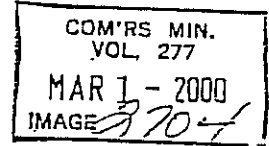
CERTIFICATE OF CLERK

IT IS HEREBY CERTIFIED that the foregoing is a true and correct transcript of a Resolution adopted by this Board of County Commissioners in session this 13th day of November, 2002.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of the Office of the County Commissioners of Hamilton County, Ohio, this 13th day of November, 2002.


Jacqueline Panioto, County Clerk
Board of County Commissioners
Hamilton County, Ohio

RESOLUTION APPOINTING REPRESENTATIVES TO THE DISTRICT #2
INTEGRATING COMMITTEE UNDER THE PROVISIONS OF HB 704 OHIO
INFRASTRUCTURE BOND PROGRAM



3
BY THE BOARD:

WHEREAS, HB 704 was enacted to establish nineteen District Integrating Committees throughout the State of Ohio; and

WHEREAS, Hamilton County comprises District #2 under the provision of HB 704 consisting of a nine member District Integrating Committee; and

WHEREAS, it is the responsibility of the Board of County Commissioners to appoint two members to the District Integrating Committee (one from the private sector and the other either a County Commissioner or the County Engineer); and

NOW, THEREFORE, BE IT RESOLVED, by the Board of County Commissioners of Hamilton County, Ohio that both William W. Brayshaw, Hamilton County Engineer, and Richard D. Huddleston, (407 Vista Glen - Springdale, Ohio 45246) private sector appointee be, and are hereby reappointed to the District #2 Integrating Committee for a three year term as their current terms will expire on June 1, 2000.

BE IT FURTHER RESOLVED that William W. Brayshaw be, and is hereby also appointed to the position of Chief Executive Officer for the Political Subdivision of Hamilton County, District #2 Integrating Committee for another three year term.

ADOPTED at a regularly scheduled meeting of the Board of County Commissioners of Hamilton County, Ohio, this 1st day of March, 2000.

Mr. Bedinghaus, AYE

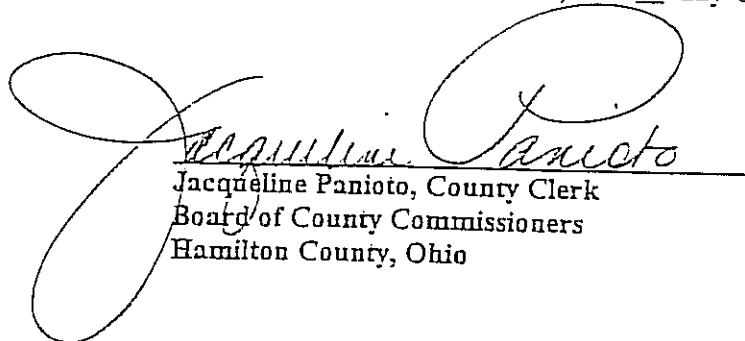
Mr. Dowlin, AYE

Mr. Neyer, Jr., AYE

CERTIFICATE OF CLERK

IT IS HEREBY CERTIFIED that the foregoing is a true and correct transcript of a Resolution adopted by this Board of County Commissioners of Hamilton County, State of Ohio, this 1st day of March, 2000.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the office of the Board of County Commissioners of Hamilton County, State of Ohio, this 1st day of March, 2000.


Jacqueline Panioto, County Clerk
Board of County Commissioners
Hamilton County, Ohio

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250

FAX (513) 946-4288

CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the GREENWELL ROAD IMPROVEMENT project application are a true and accurate count done by the Hamilton County Engineer's Office, Traffic Division.


WILLIAM W. BRAYSHAW, P.E.- P.S.
HAMILTON COUNTY ENGINEER

SCIP/LTIP PROGRAM
ROUND 17 - PROGRAM YEAR 2003
PROJECT SELECTION CRITERIA
JULY 1, 2003 TO JUNE 30, 2004

NAME OF APPLICANT: HAMILTON COUNTY

NAME OF PROJECT: GREENWELL / GLENROY / SCHROEDER

RATING TEAM: 5

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed	SCHROEDER	17	present condition meets def.	Appeal Score
23 - Critical			pumps management report shows	
20 - Very Poor			leak strategy not significant	
<u>17</u> - Poor			full depth & cuts in & shape	
15 - Moderately Poor			visual inspection storm system	
10 - Moderately Fair	GLENROY	23	difficult physical condition of	
5 - Fair Condition	GREENWELL	10	storm sewer not addressed	
0 - Good or Better			approx 50% material needs replaced	

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance	frequency & severity are	Appeal Score
<u>20</u> - Considerably significant importance	appropriate for considerable	
15 - Moderate importance	importance, some problems	
10 - Minimal importance	are isolated to a small	
0 - No measurable impact	area and many of these accidents	
	are to be removed highest score	
	hard to justify	

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

<u>25</u> - Highly significant importance	sanitary & stormwater flooding	Appeal Score
20 - Considerably significant importance	evident & very well documented	
15 - Moderate importance	frequency & severity highly significant	
10 - Minimal importance		
0 - No measurable impact		

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

<u>25</u> - First priority project	Appeal Score
20 - Second priority project	
15 - Third priority project	
10 - Fourth priority project	
5 - Fifth priority project or lower	

5) Will the completed project generate user fees or assessments?

<u>10</u> - No	Appeal Score
0 - Yes	

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure significant new employment

Appeal Score

7 - The project will directly secure new employment

5 – The project will secure new employment

3 – The project will permit more development

0 - The project will not impact development

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 - 10% to 19.99%

0 – Less than 10%

8) Matching Funds - OTHER

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

1 – 1% to 9.99%

0 – Less than 1%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?
(See Addendum for definitions)

10 - Project design is for future demand.

8 - Project design is for partial future demand.

6 - Project design is for current demand.

4 - Project design is for minimal increase in capacity.

2 - Project design is for no increase in capacity.

*designed for current LOS as
storm sewer & greenwell
pavement*

Appeal Score

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

5 - Will be under contract by December 31, 2003 and no delinquent projects in Rounds 14 & 15

3 - Will be under contract by March 31, 2004 and/or one delinquent project in Rounds 14 & 15

0 - Will not be under contract by March 31, 2004 and/or more than one delinquent project in Rounds 14 & 15

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

10 - Major impact

8 -

6 - Moderate impact

4 -

2 - Minimal or no impact

Appeal Score

4

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

Appeal Score

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR36 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

Criterion 2 – Safety

The jurisdiction shall include in its application the type of safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? In all cases, specific documentation is required.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 3 – Health

The jurisdiction shall include in its application the type and seriousness of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? Are leaded joints involved in existing water line replacements? In all cases, specific documentation is required.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 4 – Jurisdiction’s Priority Listing

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employment: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

$$\text{Existing users} \times \text{design year factor} = \text{projected users}$$

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal/No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.